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THE U-2 INCIDENT

Translated by Joseph L. Zygielbaum

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EXCERPTS OF SPEECH BY KHRUSHCHEV AT THE SESSION
OF THE SUPREME SOVIET OF THE USSR ON MAY 5, 1960

per Izvestia May 6, 1960

In behalf of the Soviet Government I would like to inform you about aggressive activities which took place during the last few weeks on the part of the United States of America against the Soviet Union.

These aggressive activities were demonstrated by the fact that the United States of America has sent their airplanes on missions for the purpose of spying on our country. These airplanes have crossed our State boundaries and invaded the Territory of the Soviet Union. We have earlier protested to the United States of America, the Security Council of the UN because of similar aggressive acts in the past. As a rule, the United States of America has denied any acts of aggression on their part, although the proof which they used to support their denial was not reliable. On the other hand when we have resisted such aggressive activities and the United States of America has suffered casualties in the form of destroyed airplanes, then they (the USA) have complained and delivered protests requiring that we, the Soviet Union, should compensate them for their losses.

An aggressive act on the part of the United States of America took place on April 9, 1960. A US airplane had invaded the territory of our country from Afghanistan. Naturally not a single person could sanely suspect that this

violation of our boundaries was made by Afghanistan, which is a friendly country as far as the Soviet Union is concerned. We are convinced that that plane belonged to the United States of America and obviously was based somewhere in the territory of Turkey, Iran or Pakistan, which are bound to the United States by obligations imposed by the aggressive block of SENTO.

When this invasion was accomplished some of our comrades had raised the question: Is it necessary to warn the United States of America? Such activities have in no way any relation with the negotiations between us and the President of the USA and other governmental officials of America, which took place during our visit to the United States. We have reached an agreement with the President of the USA on a Summit Meeting, and this meeting is supposed to take place very shortly. An aggressive invasion on the territory of another country is a bad preparation for such a meeting. The purpose of a conference of heads of governments is to weaken international tension, to liquidate the state of a "cold war", to stop an arms race, to agree on a complete and general disarmament, to regulate the question on a German peace treaty, West Berlin, and all other problems which disturb a normal peaceful co-existence of countries of various social and political structures.

We have exchanged views on a governmental level and have decided in this case not to take any extraordinary steps, not to write notes or memorandums, because we know from experience that this will get us nowhere. Aggressive circles considering themselves stronger, act on the principle that the weaker will complain about the stronger, and the stronger will not pay any attention to it and continue their sudden activities.

At that time we had strongly warned our military, particularly those persons which are responsible for the condition of the anti-aircraft defense of our country, that they should act decisively and should prevent lawless invasions by foreign planes of our territory.

The American military, obviously, like lawlessness, as is shown by the incident of April 9, and they have decided to repeat their aggressive act. For this purpose the day was chosen which is festive to our people and to the workers of the world, May 1, which is the international holiday of brotherly solidarity of the working class. Early in the morning of that day, at 5:36 a.m. Moscow time, an American plane had crossed our boundary and had continued to fly deep into the Soviet territory. Our Minister of Defense had immediately reported to the government about this aggressive act. The answer of the government was: The aggressor knows what he is asking for when he is invading a foreign territory. If the aggressor remains unpunished, then new provocations will follow. Therefore we must act, we must shoot down the airplane. This assignment was carried out. The plane was shot down. After a preliminary investigation it appeared that the plane belonged to the United States of America, in spite of the fact that it did not carry any markings; these markings were covered with paint.

At this moment, a commission of experts is studying all data which fell into our hands. It was established that this plane crossed the state boundaries of the Soviet Union either from Turkey, Iran, or Pakistan in the same manner as did the plane of April 9. And these countries are our "good neighbors".

After studying all materials, which are now in our possession, the Soviet Government will direct a strong protest to the United States of America and will warn them that if similar aggressive acts against our country continue to take place, we will be completely justified to answer such acts with means which we would find necessary to apply, in order to maintain the security of our country. I think that we will direct the most serious warning to all countries which make their territory available to the United States of America for aggressive activities against our country.

We consider that such an incident as the one that took place on May 1st will draw the attention of all countries of the world since it is a very dangerous sign. Just imagine what would have happened if a Soviet plane would, for instance, appear over New York, Chicago, or Detroit and would continue to fly over these cities. What would have been the reaction of the United States of America?

Officials of the United States of America have repeatedly made statements that American planes, equipped with hydrogen bombs, take off immediately when a foreign plane approaches and take a course in the direction of targets which were predetermined for each one of the bombers. This would have meant the beginning of a war. We would like to ask these American officials: If you have in mind to take such one-sided measures in case of an assumed aggression against your country, then why do you not think about the fact that we might reply with the same measures if a foreign plane would appear over our country and which would endanger the security of our homeland? Of course we have the same rights on the basis of which you would like to act in a similar case.

I think that nobody doubts that we have the means to answer any attack. It is true that we have no sentry duty of bombers, but we have sentry rockets which will accurately and irrevocably reach the given mark and will act more truly and more reliably than sentry planes.

I think we should, from this high tribune, warn those countries very seriously which make their territory available to aggressive forces and by the same token make it easy for these forces to act against us. It takes a long time for governments of such countries to understand that they are playing with fire, since our retaliation will be directed against these countries and they will be paying for the stupid activities of their governments which avail their territory to aggressive forces of other governments.

The case with the American airplane which invaded our country, is very dangerous. Therefore we will present this question before the Security Council, in order to reach an end to aggressive activities on the part of the United States of America since such activities will lead to war.

AN AERIAL-PIRATE WAS SHOT DOWN

per Pravda May 6, 1960

The entire population of the Soviet Union, together with the chosen representatives, Deputies of the Supreme Soviet of the USSR, have listened attentively to the report by N. S. Khrushchev at a combined session of both houses of the Soviet Parliament. They were crowded around the radio receivers at the N-unit* part of the anti-aircraft defense units during Khrushchev's speech. With special interest and excitement the soldiers have listened to that part of the speech in which Khrushchev has highly evaluated the act of the skillful and alert defenders of the Soviet aerial boundaries, which have succeeded in cutting short a bandit-like flight of an American military plane which has penetrated deep over our territory.

"In the name of the Soviet Government", said Khrushchev, "allow me to express our appreciation to the personnel of the military unit, which has honorably carried out the assignment which was given them in the line of defending the boundaries of our country. "

"Listen comrades, those words are directed to us, " cried Major M. Veronov, speaking to his crew, as his voice vibrated with excitement.

Yes, these were the men to which Khrushchev expressed gratitude in the name of the Soviet Government. These fighters have honorably carried out a military assignment which was given them.

*N-unit is the Soviet code name for military sections.

Shortly after the conclusion of Nikita Khrushchev's speech, a meeting took place in the military barracks. Many speakers expressed their views in regard to the incident with the American plane. Here is an account of that particular incident.

It was early on the morning of May 1, 1960, when an alert signal was sounded through the military base. As usual, the troops took up their battle stations immediately, ready to carry out their combat assignments. The huge radar antenna immediately came to life, and the radar operators began receiving the first reports about a flight of an unknown aircraft which penetrated over the Soviet Territory from the direction of our Southern Boundaries.

Great tension prevailed at the commanding post. With every minute it became clear that a foreign plane was in the sky, and that its intentions were hostile. The course of the plane was being plotted with great accuracy.

An order was received, "Destroy the enemy plane. "

Everything was ready to carry out this order. At their combat post, Pfc's V. Nekrasov, and A. Khabargin acted with great skill. They are both communists and long-standing specialists in the technique of rocket launching. Realizing their responsibility, the soldiers acted with great accuracy. Their activities were skillfully directed by Sgt. V. Yagushkin.

Time seemed to have stopped, this is how slowly the seconds preceding the first command passed by. Under the command of First Lieutenant M. Mitkin, the military specialists, Sgt. A. Fedorov, Pfc. A. Kusnetsov and Privates

V. Turkin, B. Kondratev and others, were certain that their complicated and deadly rocket weapon would not fail them.

The battle continued for several minutes only. Soon it was clear to everybody that the target was destroyed.

The bandit received his punishment. The same will happen to anybody that will try to penetrate the clear Soviet sky. We have the means and the men to defend the boundaries of our country.

WITH A SINGLE ROCKET

per Pravda May 7, 1960

The May Day sky was clear and blue. Not a single cloud. Suddenly an alert signal sounded. The soldiers immediately rushed to their battle stations. The radio-locating instruments were turned on. The rockets were prepared for action. Disturbances hampered the search. The eyes and ears of the operators were glued to the sky. With every minute their work became more complicated; the target was maneuvering.

A barely visible flicker was visible on the radar screen. The impulses of the target were so unclear that it was difficult to read them. The enemy plane flew at a very high altitude and with a speed close to that of sound.

Time was counted in minutes and fractions of minutes. Private S. Slepov skillfully operated the radar equipment and he finally secured an accurate aim along the enemy airplane's course. Major M. R. Voronov, who was present at the control center, obtained an accurate parameter of the target. Now the aerial pirate could not escape.

"Fire." commanded the officer.

The rocket was launched. The ignition shook the earth. A fiery trajectory appeared over the earth. An explosive cloud appeared in the sky. The American plane, which like a pirate invaded our territory, was shot down by a direct hit.

EXCERPTS FROM CLOSING SPEECH BY
N. S. KHRUSHCHEV

Session of the Supreme Soviet of the USSR
on May 7, 1960

Izvestia, May 8, 1960

The aggressive act which was carried out by the American aviation in regard to the Soviet Union, has caused justified disturbance among the deputies and the entire Soviet people. Numerous requests in letters are being received by the Soviet Government. In connection with this, please permit me once more to give you some more information at this time.

After my report before the Supreme Soviet in which I informed them about this attack, the State Department of the USA released an official statement to the press ascertaining that my statement was in reference to the violation of the Soviet boundaries by an American plane of the type "Lockheed U-2", which was supposedly conducting weather investigation in the upper layers of the atmosphere in the area of the Turkish Soviet boundaries. This airplane had supposedly lost its direction due to the oxygen failure. The State Department is convinced that the pilot had lost consciousness, and that the plane, flown by automatic pilot, crossed over into the territory of the USSR. In the words of the State Department the pilot had succeeded in reporting the oxygen failure to the airport of Adana in Turkey, from which he took off. The plane, so to speak, belongs not to the Military but to the National Aeronautics and Space Administration.

Soon a statement from NASA was published which had the purpose of confirming the version of the State Department. Here is what that statement said:

"One of our planes of the type U-2, which belongs to NASA and is designed for the investigation of cosmic space and other scientific investigation, and which was in exploration since 1956 studying the atmospheric conditions and wind gusts at high altitude, was lost without any information since 9:00 p. m. May 1 (local time), after the pilot reported that he was having difficulties with oxygen, and that he was flying at that moment over the Van Lake in Turkey. "

Comrades, I would like to tell you one secret. When I made my first report, I purposely withheld information to the effect that the pilot is alive and healthy, and parts of the airplane are in our hands. We have done this, consciously, because if we had reported the entire truth at once, then the Americans would have come out with a different version to their story.

You can see for yourself now what stupid statements the Americans have made--Van Lake, scientific investigations, etc. Now, when the Americans learn that the pilot is alive they will have to think of a different story, and they will.

The NASA statement continues as follows:

"The plane took off from the airbase Injerlik, in Turkey. According to plans the first control point should have been with the following orientation--35°25 min N longitude and 41°23 min E longitude; then a left turn toward the radio tower on the Van Lake, then toward the radio tower Trabzon, and finally a return to Adana."

Those are the "accurate" data which NASA reported. A little later I will tell you what the flight plan actually consisted of. Now back to the NASA statement:

"The flight should have lasted for 3 hr and 45 min, and during this time the plane should have covered a distance of 1,400 nautical miles. The plane took off at 8:00 a.m. local time. Approximately 1 hr after takeoff, the pilot reported difficulties with oxygen equipment. Utilizing radio waves which were assigned for emergency cases the pilot reported that he was directing the plane toward the radio tower on the Van Lake, in order to get his bearings and then he would return to Adana.

"As was pointed out above," continues the statement, "according to flight plan the pilot would have made a left turn near the radio tower on the Van Lake. Judging from his last report he attempted to receive signals from this radio tower. It is assumed that the pilot was possibly following a northeasterly course, but we lost further contact with him.

"A search began shortly after we received the last report. The area in the region in the Van Lake is mountainous and rough. (The report on the mountainous area in the region of the Van Lake is the only accurate report.) No signs were found of an air crash." (This is also true, because this plane could not have crashed in this area.)

The report continues with a description of instruments with which the plane was equipped, and the "peaceful" mission which he followed. Please allow me to read one more excerpt from this NASA statement:

"The instruments which were installed aboard the U-2 plane are designed for the purpose of obtaining more accurate information about the turbulence of air, convective clouds, winds shift, aerial fluxes, and such rare meteorology phenomena as for instance, typhoons."

It is true, a "typhoon" was launched from the State Department. NASA was utilizing this plane also for the purpose of obtaining information on cosmic rays and the concentration of certain elements in the atmosphere including ozone and water vapors.

These are the official versions which were published by American officials in order to misinform the general public of their country and the entire world.

Comrade Deputies, at this time I am obliged to declare that these versions are inventions designed for trusting people. The authors of these versions have assumed that if the plane was shot down, then the pilot has probably perished. In that case nobody would ask any questions about the real facts. It would have been impossible to check what kind of plane this was and what instruments it was equipped with.

First of all I would like to inform you that the pilot of the plane is alive and healthy and is in Moscow. The remains of the plane and the instrumentations which were discovered during the investigation were also delivered to Moscow.

The pilot's name is Frances Harry Powers. He is 30 years old. According to his statement he is a First Lieutenant of the United States Air Force, where he served until 1960, that is up to the moment when he was transferred to the Central Intelligence Agency. Frances Powers has stated, among other things,

that while he was in service with the American Air Force, his salary was \$700 a month, and when he transferred to the Intelligence and began to carry out espionage assignments for the purpose of collecting intelligence information, his salary was raised to \$2,500 a month. This is how the capitalists buy human lives. The pilot proved that he did not undergo any blackout, and that he did not have any trouble with the oxygen equipment. He was flying along a predetermined course, carrying out precisely the orders which he had received from his Commanders, turning on and off his photo-cameras over given objects for the purpose of accumulating espionage information about the military and industrial objects of the Soviet Union. He continued on his course until one of our rockets interrupted his pirate-like flight deep over the territory of our country.

I would like to tell you about the items which we have found as a result of the investigation of the shot-down plane, and its equipment, and also about the interrogation of the pilot. The investigation is still being conducted but the picture is already clear.

First--about the plane. It is actually a high altitude plane of the type "Lockheed U-2", of a low speed. The Americans had counted on the plane's altitude and assumed that not a single fighter plane can reach that plane, and that also anti-aircraft guns could not reach the plane. Therefore, it seems the plane could, without any danger, fly over the territory of the Soviet Union. Actually the plane flew at a very high altitude and our rocket reached it at an altitude of 20,000 meters. And if American planes fly higher than that, we will also get them. The plane was not equipped for "the investigation of the weather

in the upper layers of the atmosphere, " nor for the purpose of "taking air samples" as the American representatives are trying to convince us. No! It is a real military reconnaissance plane, equipped with various instruments for the accumulation of intelligence information, including aerial photography.

An authoritative commission of experts, which has investigated the shot-down plane had established on the basis of the examined data that this American plane was specially equipped for aerial reconnaissance. The plane had an assignment to cross the entire territory of the Soviet Union and the region of Pamir to the Kolsk peninsula for the purpose of spying on the military and industrial objects of our country with the help of photography.

In addition to the aerial photo equipment, the plane was over-equipped with another type of reconnaissance instruments for the discovery of radio locating nets, for the determination of the location and frequency of operating radio stations and other special radio technical means.

In our possession is not only the instrumentation of this plane, but also the film developed from the camera, showing pictures of a number of areas of our territory. Here is a part of these prints. (Khrushchev shows the prints).

Here you can see a picture of airports. These two white lines are rows of our fighter planes. Here is another airport and planes visible; all of these films were developed by us. I am turning over the prints to Comrade K. Lobenov; let him figure it out.

On some pictures are visible fuel storage places. I should say that the photo equipment is not bad; very clear pictures. But I must also add that our

photo cameras take much better pictures--more clear and accurate--so that in this regard we have learned very little.

On these pictures, for instance, you can see industrial institutions.

In our possession also are magnetic tapes with recordings of signals of a number of our ground radio locating stations. All this is undeniable proof of espionage activities of the American plane which was shot down in the region of Sverelovsk.

These are the "air samples" which the American plane has taken, and not in the region of the Van Lake in Turkey but in entirely different places.

Their statements to the fact that the pilot blacked out saying that his oxygen equipment was faulty, was obviously created by the State Department of the USA and the Pentagon, due to the result of the sudden shock which took place there, when the unsuccessful bandit-like invasion on the Soviet territory became known to the entire world.

The people who were responsible for this piracy could not think of anything else but this stupid version of a meteorology plane, that when the oxygen failed the pilot lost consciousness and his plane carried him over the territory of the Soviet Union. Can't you see how innocent they are?

The only truth is that the plane was based at the American/Turkish military air base in Injerlik, to the east of the city of Adana. According to Powers, he served in the SAC Unit 10-10, which was only for camouflage purposes assigned to the NASA, but actually engaged in military reconnaissance at high altitudes.

In his statement Powers has named several officers with whom he served at a military airbase in Turkey. According to powers statement, the Commander of the American SAC Unit 10-10 is Col. William Shelton; his assistant is Lieutenant Colonel Carroll Funk.

Powers did not takeoff suddenly; he prepared for a long time for the flight deep over the Soviet territory, and we think he flew many times along the Soviet boundaries in order to study the Soviet Union.

By an order from his Commander, Powers flew from Adana, in Turkey, to Pakistan to the airport Peshavar, on April 27. On May 1, already from the territory of Pakistan, from the airport Peshavar and not from the Turkish airbase near the city of Adana (as the American State Department reported) Powers took off on a course which was indicated on his map, over the Aralsk--Sverdvlovsk and other points toward Archangel and Murmanask; and then, to complete his flight, to land on the Norwegian airport Bodo.

We are reporting what the pilots' destination was. I must inform you, however, that we knew precisely his destination when we made our first report to you about this fact. We did not report this, in order to see what the Americans would think up for an answer to it. Now that they have already thought of an explanation, we are reporting the actual facts.

This is what Powers has told us, during the interrogation, of the purpose of his flight over the Soviet territory.

"My orders were to take off from the airport Peshavar, in Pakistan, cross the Soviet boundaries and fly over the Soviet territory toward Norway to Bodo Airport. My orders were to fly over predetermined points of the USSR, of which I remember Archangel and Murmanask. During my flight over the Soviet territory, I was supposed to turn on and off the instruments over certain determined points, which were indicated on a map.

"I considered that my flight over Soviet territory was designed for the purpose of collecting information about Soviet ballistic missiles and radio locating stations. "

I would like to ask the gentlemen of the American State Department if this is the "air sampling over the Van Lake", which your pilot spy, Powers, was supposed to have made.

I'm not even talking about the fact that during its flight, the American reconnaissance plane has strongly violated the independence of the Afghanistan government--flying without permission over their territory. But this is nothing new as far as the morals of the American militarists is concerned. Such activities on the part of the Americans have been known for a long time. Take for instance, the flight of American planes over the territory of Austria, when an aggression was being prepared against Iraq during this country's revolution. The Austrian government has protested the violation of its independence and neutrality by American military planes.

The remainder of his speech, Khrushchev devoted to attacking viciously the American foreign policy, internal politics and propaganda in general against the United States.

All through the speech he shows considerable concern about activities of our SAC and the constant watch which our planes maintain, around the clock.